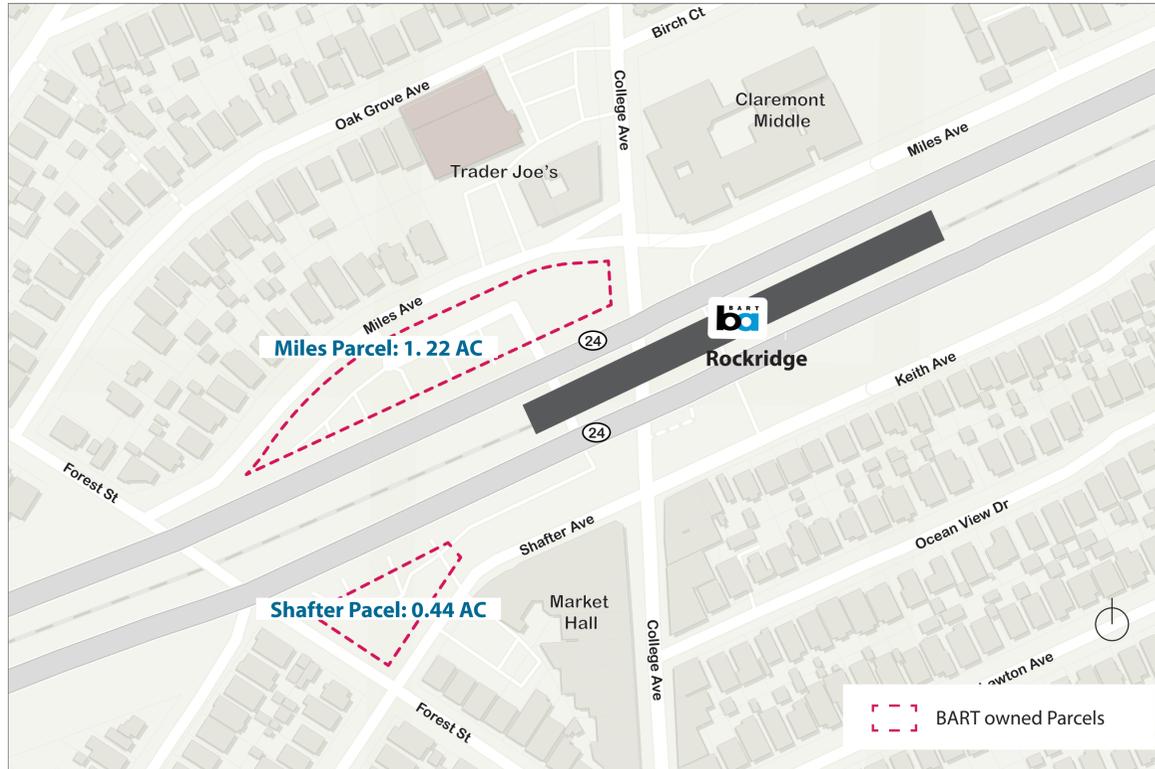


Site Conditions & Neighborhood Characteristics



Project Sites



Known Site Constraints

- Adjacent to elevated freeway (requires **setback**)
- A majority of the station area is **CalTrans right of way**
- Miles parcel is narrow and long with an **irregular shape**
- Shafter parcel is **relatively small** and includes existing CalTrans **easement and storm drain**



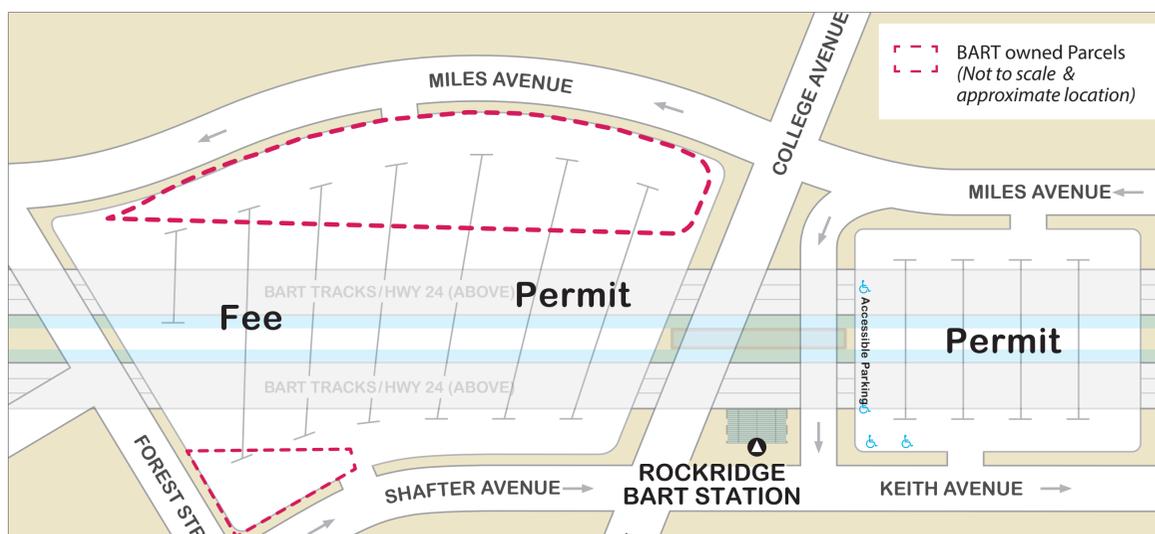
CalTrans storm drain easement on Shafter Parcel

Neighborhood Characteristics



- Primarily residential area with **commercial uses focused** on College Ave
- The **residential areas** consist of small bungalows and cottages, some large homes, and multi-family apartment buildings.
- Structures along College Ave are generally 1 to 2 stories high with some 3-story buildings near the BART station.
- College Avenue has significant **pedestrian activity**.
- The neighborhood has a relatively dense **street tree canopy**.

Current Station Parking



Total Station Parking:
886

Parking Spaces in **Miles Parcel**:
Approximately 100

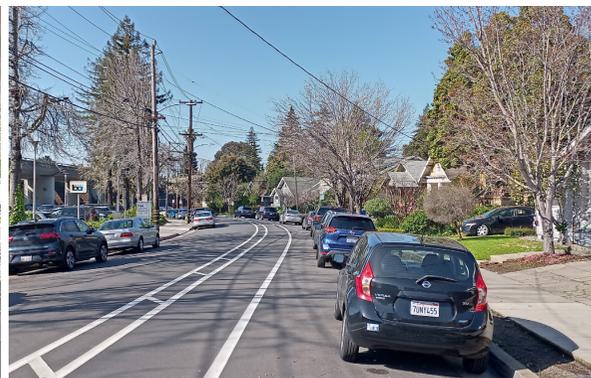
Parking Spaces in **Shafter Parcel**:
Approximately 40

Parking Occupancy
in Feb 2023:
~67% (station-wide)

Station Access & Transportation



Bicycle, Transit & Vehicle Access



Transit

- BART Yellow Line (Antioch-SFO) services the station.
- AC Transit Lines 51A, 51B, 851, and 79 run on College Ave.
- Two service-to-school bus lines (605 & 688) service the area.
- Transbay Line E runs along Claremont Ave.

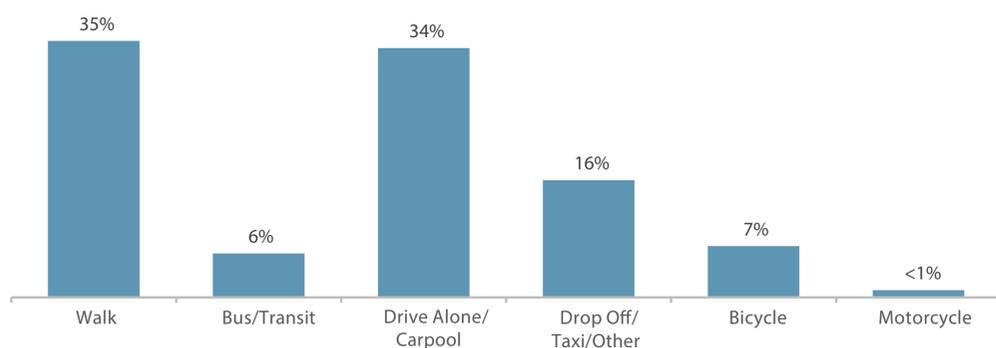
Bicycle

- Buffered bike lanes on College Ave, Shafter/Keith Ave, and a portion of Miles Ave.
- Bike sharrows on Forest St.

Vehicle Parking & Loading

- Three BART parking lots can be accessed from Miles Ave., Shafter Ave., and Keith Ave.
- Passenger loading zones are located on College Avenue and in the east parking lot.

Ridership and Travel Mode

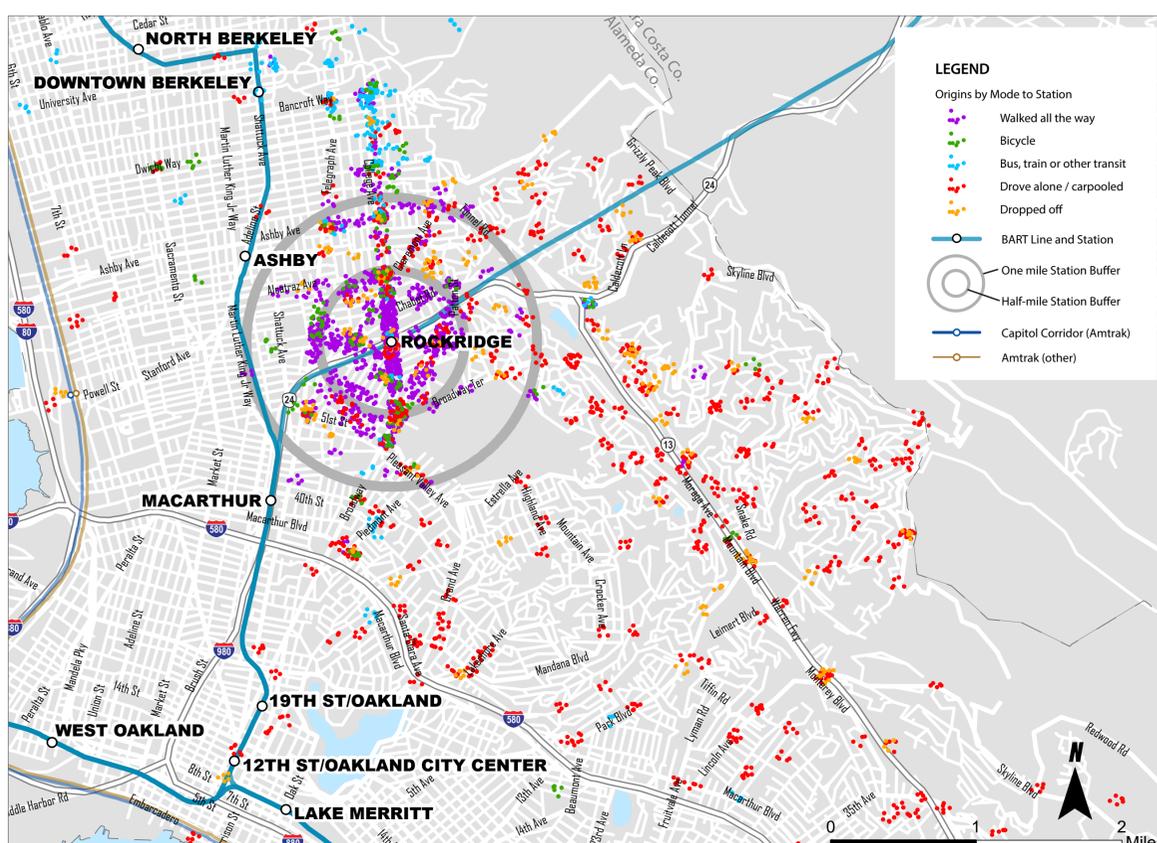


Travel Mode to Rockridge Station (from home origins in 2015)

- About a half of the Rockridge BART riders used active transportation modes (walking, biking, or riding transit) to get to BART

BART Ridership (average weekday)

- 5,716 in 2015
- 1,972 in 2023



Mode by Trip Origins to Rockridge Station (in 2015)

- Majority of BART riders within a mile of the station walked or biked to Rockridge BART.
- Many BART riders took the bus from the UC Berkeley area to Rockridge BART.
- Many car trips to Rockridge Station originated from the Oakland Hills.

Ideas for Rockridge-Specific Objectives?

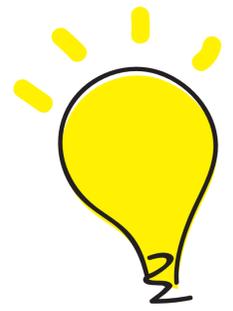


Six Goals guide BART's Transit Oriented Development (TOD) work.

Tell us what these should mean for development at Rockridge Station.

Respond to our draft objectives, or suggest some of your own.

Place a dot on your top two priorities for future Rockridge development.



GOAL 1: Complete Communities



Partner with the City to ensure BART contributes to neighborhood/commercial district vitality, creating places offering a mix of uses and incomes

DRAFT OBJECTIVES:

COMMENTS/SUGGESTIONS?

- Develop an equitable project that is reflective of community goals

GOAL 2: Sustainable Communities



Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals

DRAFT OBJECTIVES:

COMMENTS/SUGGESTIONS?

- Implement access improvements to shift people who currently drive and park at the station to sustainable access modes. Collaborate with the City on parking management strategies to enable those who need to drive to BART to continue to do so.
- Minimize private parking provision to minimize vehicle trip generation, while still building a market-feasible project. Reduced parking will be paired with demand management measures such as transit passes, bike share passes and other strategies in order to ensure residents can still meet their transportation needs without owning a car.

Ideas for Rockridge-Specific Objectives?

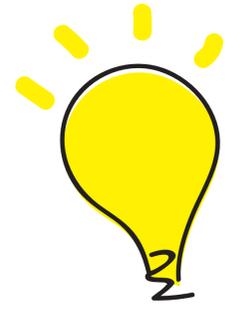


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Place a dot on your top two priorities for future Rockridge development.



GOAL 3: Ridership



Increase BART ridership, particularly in locations and times when the system has capacity to grow

DRAFT OBJECTIVES:

COMMENTS/SUGGESTIONS?

- Development must result in a net gain in riders for BART.
- Ensure development is dense enough to replace riders lost by elimination of park and ride spaces. Ensure uses generate riders.

GOAL 4: Value Creation & Value Capture



Enhance the stability of BART's financial base by capturing the value of transit and reinvesting in the program to achieve TOD goals

DRAFT OBJECTIVES:

COMMENTS/SUGGESTIONS?

- Generate long-term ground lease revenue to support BART operations.

Ideas for Rockridge-Specific Objectives?

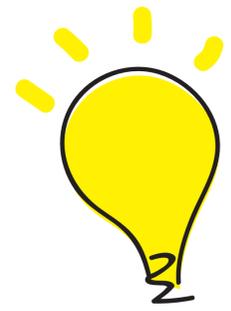


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Place a dot on your top two priorities for future Rockridge development.



GOAL 5: Affordability



Serve households of all income levels by linking housing affordability with access to opportunity

DRAFT OBJECTIVES:

COMMENTS/SUGGESTIONS?

- Evaluate proposals based on depth and quantity of affordable units, as a key criterion
- To support BART's 35% systemwide affordability goal, the Developer will be required to build a minimum of 20% of units as affordable housing.

GOAL 6: Transportation Choice



Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property through enhanced walkability, bikeability, and seamless transit connectivity

DRAFT OBJECTIVES:

COMMENTS/SUGGESTIONS?

- Implement access improvements to shift people who currently drive and park at the station to sustainable access modes.
- Work with the City, AC Transit, micro mobility providers and others to encourage alternative transportation.
- Consider station infrastructure needs to ensure quality access to and from the station.
- Address long term transit needs, including station entrances, wayfinding, lighting, and AC Transit access.

BART Development and Next Steps



BART Development Process

1. Pre-Solicitation	2. Solicitation/ Selection	3. Project Refinement & Developer Agreement	4. Permitting & Construction
<ul style="list-style-type: none"> City/County Zones for TOD Establish Goals & Objectives for Development w Community BART policies inform goals (e.g. affordable housing, ridership, financial return) 	<ul style="list-style-type: none"> Competitive Request for Qualifications / Proposals BART Board awards exclusive temporary rights to developer 	<ul style="list-style-type: none"> Developer leads: community engagement, project concept design, & entitlements with City/County including CEQA BART & Developer negotiate financial terms BART reviews for operational impacts 	<ul style="list-style-type: none"> Developer leads financing, permitting, & construction BART works with City to oversee construction phasing & compliance with permits BART reviews for operational impacts

What Happens Next?

- BART staff will consolidate feedback provided here and on-line and report back by email and on our website in the next few months at BART.gov/RockridgeOpenHouse.
- To stay updated about potential Rockridge Station development, please sign up for our mailing list at bart.gov/signup.

BART TOD Examples

Note that these are examples of other BART TOD projects and do not necessarily represent how future TODs will be designed. The Rockridge TOD will be developed and designed based on a range of considerations, such as site conditions, community feedback, and City's zoning and development standards.

Pleasant Hill-Contra Costa Centre



Completed

- Total units: 622
- Affordable units: 84
- Retail: 35,600 square feet (sf)
- Developer: AvalonBay

Proposed

- Office/retail: 290,000 sf

Millbrae



Completed

- Total units: 400
- Affordable units: 100
- Office: 150,000 sf
- Retail: 45,000 sf
- Hotel: 164 rooms
- Developer: Republic Urban

Walnut Creek



Completed (Partial)

- Total units: 358
- Retail: 14,000 sf
- Developers: Walnut Creek Transit Lifestyle Associates (WCTLA)

- BART parking garage, intermodal bus facility, and BART zone command police facility

Fruitvale



Completed

- Total units: 141
- Affordable units: 102
- Office: 27,000 sf
- Retail: 37,000 sf
- Developers: Unity Council & EBALDC

Under Construction

- Total units: 181
- Affordable units: 181
- Commercial: 7,000 sf
- Developers: Unity Council & BRIDGE Housing

El Cerrito Plaza



In Planning

- Developers: Holliday and Related California
- Total units: 780 (about 50% affordable)

- Will include bike, pedestrian, bus and car access investments
- May include a new public library
- Will be built in several phases using modular construction

Frequently Asked Questions

Why is BART pursuing transit-oriented development (TOD) at Rockridge station now?

- TOD helps increase BART's ridership, bring a diversity of uses, amenities, and benefits to the communities surrounding BART stations, and address our region's housing crisis. By locating housing near BART, TOD reduces greenhouse gas emissions and traffic congestion and helps households lower their transportation costs and connect to economic opportunity.
- Rockridge offers important opportunities to create affordable housing in a high opportunity area where there has been very little affordable housing.

Does BART sell its land?

- Typically not, BART enters into a long-term ground lease with a developer partner.

Does BART do its own development?

- BART does not develop, we typically partner with a qualified developer through a competitive process (see development process summary above for more information).

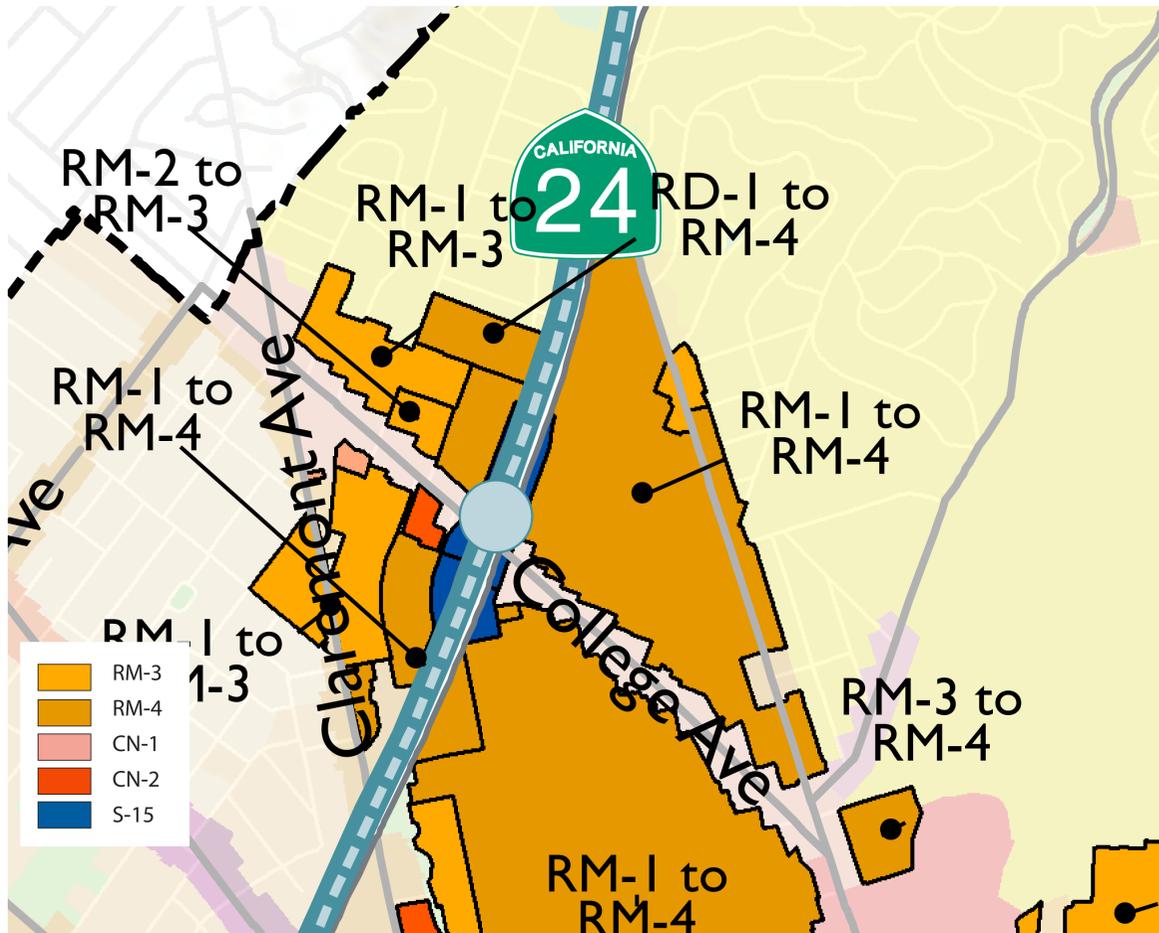
Will there be public meetings about the proposed TOD?

- Yes, there will be opportunities for the public to weigh in. BART requires the developers to engage the surrounding communities and there will be opportunities for stakeholders to participate.
- The TOD is subject to the City's entitlement process. At this point, we do not know what the exact approval requirements will be.

City of Oakland General Plan Update

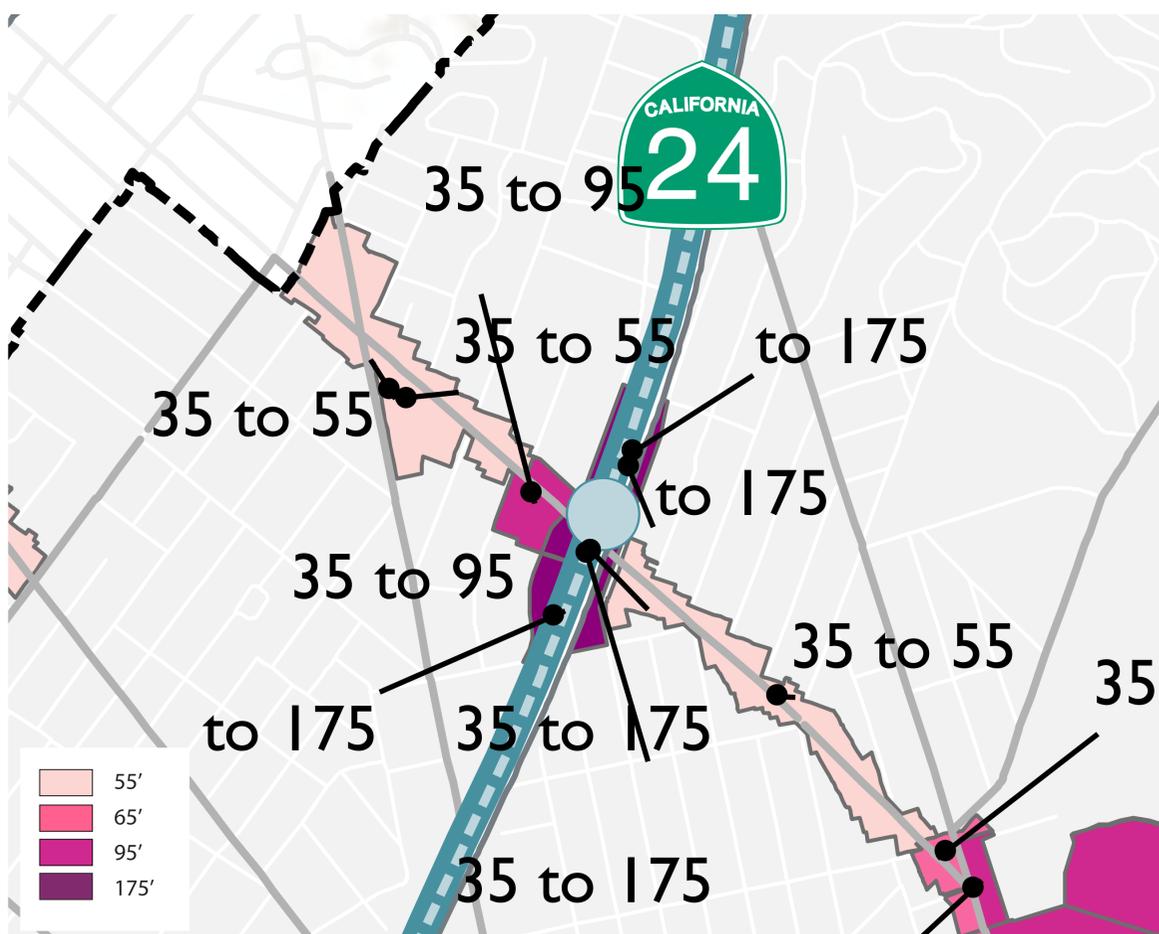


Proposed Zoning Change at Rockridge



- The Rockridge BART Station is located in the S-15 Transit-Oriented Development Commercial Zone (S-15)
- Encourage a safe and pleasant pedestrian environment near transit stations by allowing a mixture of Residential, Civic, Commercial, and Light Industrial Activities
- Encourage a balance of pedestrian-oriented activities, transit opportunities, and high-density residential, commercial and mixed-use developments around transit centers and transportation nodes
- Allow for amenities such as benches, kiosks, lighting, and outdoor cafes

Proposed Height Change at Rockridge



- Proposed maximum building heights at the Rockridge BART Station is 175'.
- For more information about the City of Oakland's Zoning Amendments, see www.oaklandca.gov/topics/oakland-2045-general-plan-zoning-amendments